YEAGER AIRPORT POLICE DEPARTMENT
INCIDENT REPORT

DATE: 13 July, 2009 **FILE 09-45**

NATURE OF INCIDENT: Airfield Emergency (Damaged aircraft emergency landing).

DATE & TIME: Notified (siren) 1801 hrs, 13 July, 2009, Notified by Metro at approximately 1803 hrs. Aircraft landed 1814 hrs.

VICTIM/COMPLAINANT: I.W. Neeley Jr. YAPD

ADDRESS: 100 Airport Rd. Charleston, WV. 25311

PHONE #: (304) 344-5158 **HOME:** **WORK:**

DESCRIPTION OF INCIDENT: Notified by Metro at approximately 1803 hrs that a Southwest Airlines 737 was diverting to Charleston due to decompression problem. Further conversation revealed a possible "hole in the fuselage". Approximate ETA, 1815 hrs, runway 5.

SUSPECT/ACCUSED: N/A

DESCRIPTION OF PROPERTY AFFECTED: 1994 Model Boeing 737-300, tail number N387SW, flight number 2294 enroute Nashville to Baltimore. Aircraft had 128 passengers and 5 crew on board. Later learned aircraft had suffered some type of perforation or "rupture" of the outer skin at approximately 28-30,000 feet, resulting in rapid decompression.

ACTION TAKEN: After notification of emergency I took the cruiser to the emergency gate to meet maintenance and open gate for emergency vehicles. Meanwhile further info from Metro and the tower stated that the aircraft may have a "hole" in the left fuselage but was under control. ANG units were enroute within 4-5 minutes of the original notification and the 1st CFD unit arrived as the aircraft was landing. The aircraft made a successful landing and was followed down the runway by ANG fire units. It was parked at gate B-2. Passengers were offloaded and the aircraft was shut down. The Captain was Larry Godwin and the 1st Officer was Marty Hanson. Within 1-2 minutes of landing ANG units 7, 273, 272 and CFD units 420, 450,454, 431 were at the scene and were dealing with any possible injuries or trauma. Also a minimum of three CPD units were on the scene. There appeared to be no injuries and one or two frightened passengers, although several did opt not to continue the flight when the announcement was offered. This officer did speak with some of the crew members and ask if anything suspicious had happened and they all said no. The 1st officer just said," when we heard that noise, we decompressed instantly". Passengers and crew were seated in B-2 area and someone ordered pizza and refreshments for them.

We were notified that another Southwest jet would be sent from Baltimore and would arrive about 8:30.

At approximately1900 hours I took pictures inside and out of the damage to the aircraft. The damaged area was on the left top of the fuselage approximately 1-2 feet in front of the vertical stabilizer. I could not see it well from the ground but it appeared that the metal had "ripped" open in an area approximately one foot long to eighteen inches (see photos). From inside the aircraft the damage was about 2/3 of the way from cockpit to the tail. Some structural damage to light fixtures and ceiling material was observed and one could see completely through a hole approximately 12 inches by 15 inches. Photos were taken from inside the aircraft. This officer contacted OPS 3 and OPS 6 for further direction concerning other situations (parking the aircraft, moving the aircraft and relaying messages from the media.) The incoming relief aircraft is bringing a ground crew, mechanics and ticketing personnel. Passengers re-boarded and left Yeager at approximately 2115 hrs. The crew was sent to the Marriott. The mechanics and aircrew moved the aircraft to GA at approximately 2200 hrs. for repairs. FAA, reps were on the scene.

This officer would like to comment that the Emergency Response Notification System worked much better than in the past. I was able to contact Metro, ANG fire and Yeager personnel without difficulty and ascertain what the problem was and get emergency units to the aircraft virtually "before it stopped rolling".

WITNESSES: I.W. Neeley, YAPD. C.A. Vinson

STATEMENT OF VICTIM/COMPLAINANT ATTACHED: None

STATUS: Final.

INVESTIGATING OFFICER: I.W. Neeley Jr.

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